



FREIGHT AND LOGISTICS COUNCIL OF WESTERN AUSTRALIA

Mr S Cain
Chief Executive Officer
City of Cockburn
9 Coleville Cres
Spearwood WA 6163

Dear Mr Cain

South Fremantle Power Station Master Plan

The Freight and Logistics Council was established in 2009 to provide independent policy advice to the WA Minister for Transport. Its membership comprises senior decision-makers from both industry and Government.

A key focus of the Council since its establishment is the protection of freight corridors and precincts from encroachment by incompatible land uses. We have made a number of submissions to the City in that respect, discussing various aspects of the overall Cockburn Coast development. Of particular concern is the impact of the development on the rail line carrying freight trains to and from Fremantle Port. This service plays a vital role in the future of the State's most important general cargo port that should not be jeopardised by changing land uses in its immediate vicinity.

There is strong support for the Council's general position in related Government planning policy. For example, *Directions 2031 and Beyond* states:

"..... local planning structures and related strategic plans should factor in infrastructure sites and freight corridor needs, land use compatibility and buffer requirements as part of long term planning"

Furthermore, *State Planning Policy 1* notes:

"..... planning should ensure that physical and community infrastructure is coordinated and provided in a way that is efficient, equitable, accessible and timely. This means ... protecting key infrastructure, including ports, airports, roads, railways and service corridors from inappropriate development"

Turning to the specific focus of this letter, I would like to pass comment on behalf of the Freight and Logistics Council on the South Fremantle Power Station Master Plan. The comment would include:

- The imagery in the Master Plan is considered unrealistic and the language unhelpful when it comes to properly representing the operation of the freight rail line. The visual representations in the document would not alert the uninformed reader to the presence of the line as the imagery on page 2 of the Executive Summary does not seem to acknowledge the existing rail freight line and appears to have a 'Public Car Parking Facility' assigned to the rail reserve. This oversight is reinforced by the paucity of text referring to freight rail operations, there being just a brief reference on

pages 9-10. This is unhelpful given that the service will continue into the future with ever increasing numbers of trains.

- *All maps and diagrams should distinctly show the freight rail line in a colour that contrasts with the background and the line should be clearly labelled in the imagery. Misleading labels should be amended or removed.*
- The vehicle and pedestrian access arrangements over the freight rail line portrayed in the Master Plan suggest 'at grade crossings' rather than a grade-separated approach.
 - *Access arrangements should be clearly shown and included in elevation representations. In particular, the proposed 'horse-shoe' road design should be included as it will be a significant structure within the Master Plan area.*
- A Rapid Bus Transit Station is shown as being part of the development. However, the PTA advises that this is not planned and the reference should be removed or amended to refer to a bus stop for local buses. Moreover, while apparently there has been some discussion about a light rail or bus priority system along the regional road system, there are no commitments from the Government in respect of funding, alignment or nature of the system.
 - *Unless the developer is intending to fund this development directly, the Master Plan should not raise related expectations.*
- The Master Plan does not identify the forecasts for freight rail operations on which planning for the concept is based. It would assist understanding of the proposal to know what forecasts have been used. The discussion on the hours of operation within the Master Plan could also be construed as misleading. While it is apparent that train movements will be during off-peak periods, it is not made clear that increasing activity will be during night-time hours.
 - *The forecasts for freight train movements should be quantified as predicted movements per day within selected time horizons (2020, 2030, etc) and the text should clearly indicate that a significant proportion of train movements will be during night time hours.*
- While State Planning Policy 5.4 lays out the Government's policy on freight impacts on the community, aspects of this Policy are presently under review with the Department of Planning. In light of this review, the methodology and approach used in the Master Plan to measure and assess noise and vibration impacts on future residents from freight rail movements should be more comprehensively explained.
 - *The Master Plan should summarise the methodology and assumptions used to support the claims about noise and vibration impacts, including predicted indoor and outdoor noise levels, with adequate information to allow the layperson to estimate the impacts that will be experienced.*
- Requiring memorials on titles consistent with State Planning Policy 5.4 is a useful and appropriate initiative to be reinforced in the Master Plan.
 - *Similar disclosure should be required on all advertising material and on the contract of sale for all prospective purchasers within 150 metres of the freight rail line.*

The Council is not opposed to the development of the South Fremantle Power Station. However, in the interests of a sustainable balance being achieved between community amenity and freight efficiency, I believe that the points made here need to be taken account of as the Master Plan is developed.

I would be happy to elaborate on any aspect of this correspondence.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Fred Affleck', written in a cursive style.

Dr Fred Affleck
Chairman

01 / 09 / 2014

Cc:

Chris Nelson – Project Principle, Hassell
Frank Marra – Chief Executive Office - Landcorp